"No Pump" Hand Sprayer

If you've ever used a hand-operated sprayer, and got tired of constantly having to pump the sprayer by hand, you'll be interested in this idea from John Jamieson of Monterey, Tenn.

Jamieson drilled a small hole in the top of a 2 1/2-gal. poly spray tank and snapped a valve stem into place. Now, when the tank needs more air, he pumps it up with a portable air compressor.

"Not having to pump up the sprayer makes it much more convenient to use," says Jamieson. "The same idea can be used with any size tank. I came up with the idea because I broke my back which made it difficult to pump the sprayer by hand. The sprayer has a release valve so I don't have to worry about overfilling it with air. Because of the added convenience, I find myself using the sprayer for all kinds of jobs. It can be used with just about any liquid that can be run through a sprayer.

"For example, sometimes I fill the tank with diesel fuel and use it to burn brush. I don't have to carry a can of diesel fuel with me and worry about spilling the fuel and getting it all over everything.

"I also use it to spray used oil on equipment to spray orchard trees, and to wash our vinyl siding with soap. I've even used it to stain my wood deck. If I get too much stain on one area I just go back over it with a brush to even it out."

Jamieson drilled a hole in top of 2 1/2-gal. spray tank and snapped a valve stem into place. When tank needs more air, he pumps it up with a portable compressor.

Contact: FARM SHOW Followup, John Jamieson, 11 Yellow Creek Rd., Monterey, Tenn. 38574 (ph 931 335-0211).

Replacement wheels allow use of commercial-duty tires on 3/4 and 1-ton pickups.

Wheel Upgrade Boosts Carrying Capacity

If you wear out pickup tires every 20,000 to 30,000 miles, it may be time to switch to heavy-duty wheels with commercial-duty tires.

You can replace factory-installed 16-in. light truck wheels with 19 1/2-in., heavy-duty wheel and commercial tires from Rickson Truck Wheels. Weight ratings will jump from 3,200 to 5,000 lbs. At the same time, the weight capacity will go from 3,400 lbs. to 4,940 lbs.

"Ultimately it's all about the tire. Our wheels allow the use of commercial-duty tires on vehicles that do not come equipped with them," says Heather Knutson, director of marketing. "We manufacture direct bolt-on, replacement wheels for 3/4 and 1-ton vehicles in single and dual rear wheel applications as well as vans, trailers and more. The wheels are made with the same bolt circle, bore and offset as the factory wheels, so you can still use the factory lug nuts and hub covers."

Rickson offers five different sizes of tires to fit their heavy-duty wheels. The company claims the heavy-duty wheels and commercial grade tires will last two to four times longer, provide improved stability, handling and fuel economy, and guarantee a smoother ride. Knutson is quick to point out that changing the wheels doesn't change the gross vehicle weight rating. However, she adds that wheels and tires are the weak link on any vehicle.

"We know that many of our customers sometimes run over their tire's weight limit," says Knutson. "What we sell is peace of mind by fortifying the most vulnerable point on the vehicle. Commercial-duty tires are dramatically stronger with steel sidewalls and casings."

Longer tire life is also credited to reduced rolling resistance due to a higher quality tire rubber in the commercial-grade tires. Another advantage of commercial-grade tires is that they're made to be re-treaded. Knutson also says the slightly taller tires lower a vehicle's rpm's for gains in fuel economy.

Prices vary by wheel width and styles. For example, a single 19.5 by 6.75-in. powder-coated steel rear wheel for a Dodge 2500 is priced at $262.97. A 19.5 by 7.50-in. chrome wheel is priced at $379.72. Wheels are also available in alumicoat, a polished ceramic aluminum coating, or polished forged aluminum. Rickson also makes and sells optional full wheel covers that are mirror polished, 304 stainless steel. They're the only aftermarket wheel covers made in the U.S.

Contact: FARM SHOW Followup, Rickson Truck Wheels, 11204 McCormick Road, Hunt Valley, Md. 21031 (ph 410 771-9501; toll free 800 587-7633; fax 410 771-9504; info@ricksontruck.com; www.ricksontruck.com).

Janssen's big 3-pt. ripper has a slightly curved shank to bring ribbons of clay subsoil up to the surface. Shank angle can be adjusted on-the-go by extending or retracting a pair of hydraulic cylinders.

Giant 3-Pt. Ripper Brings Up Subsoil

Brenden Janssen, Vega, Alberta, farms in an area where there are many big pockets of low-quality peat soil. To improve soil quality, he designed and built a 3-pt. ripper designed to bring ribbons of clay subsoil up to the soil surface. A disk or chisel plow is later used to work in the clay.

The 3-pt. ripper is equipped with a slightly curved shank that measures 7 ft. long by 8 in. wide. The shank pivots at the top, and its angle can be adjusted on-the-go by extending or retracting a pair of 20-in. long, 4-in. dia. hydraulic cylinders. The shank's angle controls the amount of subsoil that's brought up.

"It curls up the subsoil similar to the way a hand plane shaves wood," says Janssen. "A conventional 3-pt. ripper shatters the subsoil but doesn't bring it up. The shank can reach down to 4 ft. Once the subsoil reaches the top it falls off the shank to one side, spreading out over a 4-ft. wide area. By retracting the cylinders and moving the shank farther back, it can be used like a conventional ripper to break up hardpan. The shank can also be used to dig out large rocks.

"I've been making different models since 1992, with from one to five shanks."

The ripper 's main frame is built from 7 by 7 by 1/2-in. wall tubing. The shank itself pivots on an 8-in. dia. pin made from 3/4-in. thick, heavy wall pipe. A 1-in. shear pin protects the shank. The machine sets on a pair of built-in, flip-up stands when not in use. By pulling two pins, the rear part of the stand can be swung up and over onto the front part of the machine.

Contact: FARM SHOW Followup, Brenden Janssen, P.O. Box 75, Vega, Alberta, Canada T0G 2H0 (ph 780 674-5920; tubalcaintechnologies.com).

Koch spent only about $700 to build self-loading gravity basket for small square bales.

Home-Built Self-Unload Hay Basket

"I saved more than $3,000 by building it myself," says Ben Koch, Kersey, Penn., who along with his brother Edward, built his own self-loading - and unloading - gravity basket for small square bales.

"I spent a total of only about $700 to build it," says Koch, who raises horses.

The basket measures 9 ft. wide, 10 ft. high and 12 ft. long. It holds 90 to 100 50-lb. small square bales. When the basket is full, Koch simply pulls up to an elevator, trips a rope-operated lever, and the hinged back panel swings open allowing all the bales to fall out.

He used 1 1/4-in. tubing to build the basket frame and 1-in. tubing for the slats. The basket bolts to the 5-ton running gear off an old hay wagon that he already had. Koch's baler is equipped with a bale thrower so there was no need for a self-loading chute on front.

"It works fast. I can bale a load of hay and unload it inside the barn by myself in less than an hour," says Koch. "Commercial baskets are somewhat bigger but cost a lot more money. My hay basket is really just a downsized version without the self-loading chute. With the basket's narrow 9-ft. width I can easily tow it on the road. The basket can also be lifted off so I can use the running gear for other jobs.

"I got the idea from a friend who had bought a commercial hay basket. I took a lot of measurements and then made mine a little smaller to fit my barns.

"I had been using a conventional 16-ft. wooden hay wagon but loading and unloading it was a lot of work. When the wagon wore out I decided to build something better."

Contact: FARM SHOW Followup, Ben Koch, 6420 Boone Mountain Road, Kersey, Penn. 15846 (ph 814 885-6473).